



# The Fly-By

A Quarterly Publication of the  
**Southwest Region**  
July 2022



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**The Fly-By** is published quarterly on the first month of each quarter.

Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

**Images** in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

**Credits:** In all cases, please give full grade, name, and unit of assignment of

- The article's author(s),
- Photographer, and
- Anyone in the article or appearing in photos.

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Send submissions to the Editor at:

[awoodgate735@gmail.com](mailto:awoodgate735@gmail.com)

Message size limit: 20 MB. If too big, please send it in two emails.

## **SWR Commander's Corner**

I hope that everyone had a happy 4th of July and could be with family. This month, I would like to bring up responsibilities concerning Stewardship and Trust.

First off, and most important, is Stewardship – of each other. Commanders are always responsible for their people, but this is also true of everyone, as we owe it to one another. We must treat people the way we would like to be treated ourselves. In Civil Air Patrol, people trust you to do your job and we, from the top down, trust that you will do your job well and safely.

When in a position of leadership of cadets, you must watch over them like they were your own. In fact, they are yours while you are in a position of trust. Please watch out for each other – times are still trying and as much as we would like it, Covid-19 is not yet over. So, if some members seem to be down or have missed meetings, please reach out to them. Try to treat people as if they were members of your family, because you may be the only family they can count on.

Stewardship of aircraft, vehicles, and property matters. Every day that you perform your CAP duties, you are trusted with very expensive equipment, and CAP trusts that you will bring it back in the same condition in which you were given it. Right now, in Southwest Region, we are having a surge of aircraft and vehicles being damaged. Ranging from hangar rash to tens of thousands of dollars' worth of aircraft damage.

This needs to stop, this must stop.

Stop and think whenever you are given command of a tow bar... a tug... a vehicle... a glider... an aircraft.



Plan your activity and, when backing up a vehicle or moving a plane by hand, engage spotters. Stop and think. Also think about later having to explain a mishap to a safety board.

Please be safe in these dog days of summer, I value each one of you. Please let's get the mission done, but get it done in the safest way possible.

Thank you for all you do for this organization. We could not do this without you. 🇺🇸

**Col. Martha C. Morris, CAP**  
Southwest Region Commander

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### ***Safety is Priority One***

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: [\*\*CAPSafety | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)\*\*](http://CAPSafety | Civil Air Patrol National Headquarters (gocivilairpatrol.com))

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at [\*\*Safety Beacon | Civil Air Patrol National Headquarters \(gocivilairpatrol.com\)\*\*](http://Safety Beacon | Civil Air Patrol National Headquarters (gocivilairpatrol.com))
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- ***Safety is our Number One Priority.***

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### ***How to Submit News Items for this Newsletter***

#### ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction with or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

#### ***Do I Submit Photos?***

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

#### ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: [\*\*awoodgate735@gmail.com\*\*](mailto:awoodgate735@gmail.com).

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/> 🇺🇸



**Top:** Air Force One on the tarmac (Stock photo)

## ***Air Force One lands at Kirtland Air Force Base -- in time for the NM Summer Encampment***

*by Maj. Mary A. Fox, CAP, New Mexico Wing*

Albuquerque, N.M.: June 11, 2022, was an exciting day for the New Mexico Summer Encampment participants. The President of the United States, Joe Biden, was planning to make a visit to Santa Fe, New Mexico, to discuss with the NM Emergency Operations Center the state's serious fire situation and Air Force One's flight plan called for landing at Kirtland Air Force Base (KAFB), the very location that 80 cadet students, 27 cadet staff, and 17 senior member staff were staying on KAFB for the 2022 New Mexico Summer Encampment. As the Secret Servicemen planned the President's visit in comprehensive detail, the expectations of movement (or lack thereof) were directed to the Encampment Director, Capt. Steven Lindquist. Word finally got out to encampment participants that the President was planning to arrive on base early that afternoon.

When in the early afternoon Encampment participants got word that the president was less than 10 miles away (by air), they gathered outside of the New Mexico Wing Headquarters to catch a view of Air Force One as it landed on Sunport International runways. Excitement filled the air as cadets quickly prepared the letters U S A by positioning their flight members on the field. The chant *USA... USA...* echoed as Air Force One appeared from the northeast, along the Sandia Mountains, on its final approach to Sunport International. This would be the first, and probably the last time, that many of the cadets in the crowd had ever seen Air Force One, and many were ecstatic for the opportunity. The chant, *USA, USA*, continued through the air as Air Force One landed just beyond sight of the cadets' location.



**Left:** (L-R) Cadet Sr. Amn Killian Gray, NM Wing Commander Col. Annette Peters, and Cadet Amn. 1st Class Jack Lemelin. At far left, Air Force One and the Presidential Press Aircraft can be seen in the distance behind the fence. (Photo: Maj. Mary Fox, CAP)

Later that evening, as the cadets prepared for their evening routine, Encampment Director Capt. Lindquist's second "secret" came to fruition. Cadets were suddenly told to board their flight vans that would transport them to the flightline where both the presidential aircraft Air Force One and Presidential Press Aircraft lay in wait. Word was that President Biden was headed back to KAFB to depart from New Mexico, and the cadets would get a chance to see that happen. As they waited for possible presidential movement, many took the opportunity to have their photo taken with the New Mexico Wing Commander, Col. Annette Peters. The colonel was on one side and Air Force One was

over their shoulder on the other. The air vibrated with cadet excitement as they watched the motorcade carry President Biden through the next intersection, as viewed from where they stood. The chant, *USA* began again, louder this time, until at one point, rumor was that the president heard their chant, turned to them, and waved. A once in a lifetime opportunity for many of the cadets.

Encampment ended on June 17, with many memories and the establishment of new friends. But the one thing that all cadets took home was first, the image of Air Force One flying in to land at KAFB, and second, President Joe Biden climbing the stairs back into Air Force One as he departed later that same day. Images are worth a thousand words, and for this year's New Mexico Summer Encampment, words can never replace the image of both Air Force One and the President of the United States boarding his aircraft, which will be permanently etched in the memory of many encampment participants. 🇺🇸



**Top:** 2022 New Mexico Wing Summer Encampment students and staff members at Kirtland AFB, Albuquerque, New Mexico. (All photos by pool photographers: Lt. Col. Johanna O. Augustine, Cadet Senior Airman Ireal J. Olaleye, and Cadet Senior Airman Marisol Sanchez, CAP)

**Below:** Cadets Sr. Airmen Arianna Miranda, Newman Academy Cadet Squadron, Texas Wing and Anna Hines, Socorro Composite Squadron, New Mexico Wing, explain how to find the correct channel on the radio to 1st Lt. Anthony Torres, New Mexico Wing.

## ***New Mexico Wing's Summer Encampment***

*by Lt. Col. Johanna O. Augustine, CAP, Texas Wing*

KIRTLAND AFB, N.M. – The New Mexico Wing Summer Encampment was one for the record books. Despite all the preplanning, no one could have predicted the twists and turns that arose during the nine-day activity at Kirtland Air Force Base in Albuquerque.

CAP members from Arizona, Colorado, New Mexico, Tennessee, Texas, and South Carolina Wings tackled unforeseen schedule changes each day, from unusual weather to the President of the United States' arriving at Kirtland AFB. Undeterred, 74 cadets completed the required training and graduated on June 17, 2022.





**Above:** Students and staff attending the New Mexico Wing Summer Encampment saw Air Force One when President Joe Biden landed at Kirtland AFB, Albuquerque, New Mexico.

**Below:** Capt. Encampment Commander Capt. Steven “Ash” Lindquist presents Capt. Eran C. East, Clovis Schools Cadet Squadron, New Mexico Wing, with a plaque for New Mexico Wing Encampment Honor Senior Member.

The normally cooler temperatures one would expect at the higher altitudes disappeared the day cadets and senior members arrived for staff training. Unusually high temperatures and hot, dry winds swept over the Sandia Mountains each evening, enveloping in a cloud of sand and dirt the tent city that would be home for the 125 staff and students.

Since on the first night the high nighttime temperature and dust made sleeping difficult, Encampment Commander Capt. Steven Lindquist and his staff secured alternate lodging for cadet students and encampment staff at the New Mexico Wing Headquarters.

Training proceeded on schedule; throughout the week, students learned about leadership, aerospace, fitness, and character development, as required in the Cadet Encampment Guide.

Each morning began with fitness training and was followed by a hearty breakfast at the Thunderbird Inn Dining Facility. Immediately afterwards, students transited to the base theater for instruction in a variety of topics, with guest speakers from the Air Force, Air National Guard, and Civil Air Patrol.

Cadets improved their marching skills and learned a few jody's to help them keep cadence and stay in step while moving between locations. Cadet cadre and students practiced how to do a Pass in Review in preparation for the encampment's graduation day.

Daily, the Thunderbird Inn Dining Facility provided a well-received, nutritious box lunch which students and staff enjoyed under the shade trees of Marquez Park. Cadet cadre even managed to squeeze in a few leadership bonding exercises, and instructors used the gazebo as stage to teach lessons at the park.



**Right:** Encampment Commander Capt. Steven “Ash” Lindquist presents Airman Michael C. Wang, Thunderbird Composite Squadron, New Mexico Wing, with a plaque for New Mexico Wing Encampment Honor Cadet.

Students and staff quickly settled into a daily routine that included transporting everyone in vehicles from billeting to the base’s east side, where the dining facility and theater were located. On day three of training, everything came to a halt as Capt. Lindquist was notified that Air Force One would be landing at the base in a few hours, so that President Joe Biden could travel by vehicle to Santa Fe and return later in the evening to depart.



Since the base security forces immediately stopped all vehicular movement along the route, and Encampment staff needed to travel, Capt. Lindquist and staff produced an updated schedule for a new training location.

While waiting for the arrival of Air Force One, everyone gathered outside the New Mexico Wing Headquarters building. With a view of the Sandia Mountains under clear blue sky, Air Force One loomed over the horizon on its final approach to the base.

Training resumed immediately afterwards. As evening approached, Capt. Lindquist received permission for everyone to have access to the parking area near the flightline fence where Air Force One and support aircraft were located.

The location also allowed everyone to see the presidential motorcade as it returned to the flightline. Rumor from a reliable source has it that someone told the President that Civil Air Patrol members were standing along the fence line, so as he went up the stairs to the aircraft he stopped, looked back and waved.

The final day of encampment brought family and friends out to Hardin Field to watch the cadets Pass in Review, that is a long-standing military tradition that allows the commander to review the troops. USAF Col. Ryan Nye, Vice Commander of the 377th Air Base Wing, Kirtland AFB and Civil Air Patrol’s New Mexico Wing Commander Col. Annette R. Peters presided over the event.

Encampment Commander Capt. Lindquist presented awards to the following members during the ceremony:

- Honor Cadet – Airman Michael C. Wang, Thunderbird Composite Squadron, New Mexico Wing



**Above:** Cadets pass in review on the New Mexico Wing Encampment graduation day.

- Warrior Cadet – Airman 1st Class Conner P. Morenus, Albuquerque Heights Composite Squadron, New Mexico Wing.
- Outstanding Cadet NCO Staff – Senior Airman Kaydence I. Rojas, Newman Academy Cadet Squadron, Texas Wing.
- Honor Flight Cadet Commander – Cadet 2nd Lt. Christin F. Armijo, Socorro High School Cadet Squadron, New Mexico Wing.
- Honor Flight Cadet Sergeant - Staff Sgt. Jessamine M. Wignall, Albuquerque Heights Composite Squadron, New Mexico Wing.
- Honor Senior Member – Capt. Eran C. East, Clovis Schools Cadet Squadron, New Mexico Wing.
- Outstanding Support Officer – 1st Lt. Ruby Russell, Newman Academy Cadet Squadron, Texas Wing.
- Outstanding Tactical Officer – 1st Lt. William Armijo, Socorro High School Cadet Squadron, New Mexico Wing.

Despite the challenges encountered, encampment was deemed a success.

“Our staff, and students, definitely got exposed to an environment where flexibility, and overcoming adversity were critical skill sets they had to learn as we progressed,” said Lindquist.

Col. Peters added, “My overall impression of the encampment was that it was very successful despite all the challenges that we faced. While going through all the challenges, the cadets truly showed their resiliency and remained focused.”

Col. Peters continued, “The growth that I observed in the cadets from the first day of encampment up to and including Pass in Review was incredible. I could not be prouder of the students that attended the encampment.” 🇺🇸



**Top:** Cadet Airman 1st Class Cecilia Widener positions her rocket for take-off.

## ***Arkansas CAP Cadets Own the Skies***

*by Lt. Col. Kate Wiley, Arkansas Wing*

FT. SMITH, Ark. — On May 28, 2022, Ft. Smith Civil Air Patrol took to the skies over Sallisaw, Oklahoma airport with their STEM (Science, Technology, Engineering, and Mathematics) Created Rockets. Dedicated Cadets went through 6 monthly interactive meetings to end with launching their rockets. Four Model Rocketry Badges were earned that morning. Many Senior Members helped with their achievement including 2d Lt. Rodney Holt. After being a Private Pilot for 26 years, he joined the Ft. Smith “Ridge Runner” Squadron in July 2021. “I wanted my flying to have a purpose and when the Aerospace Officer position became available in the local CAP Squadron, I jumped at it.” 🇺🇸



**Top:** CAP Col. James Viney presents the family of Lt. Frederick S. Englert with a Congressional Gold Medal at a Memorial Ceremony held in his honor. (L-R – Front Row) Lisa Stallings of Pearl River, Col. James E. Viney, Jr., and Douglas Englert of Gainesville, Florida (Back Row) Cadet Maj. Sebastian Miskimmin and Cadet 1st Lt. Ethan James.

**Below:** The St. Tammany Composite Squadron provided the color guard. (L-R) Cadet Chief Master Sgt. Edward Braithwaite (behind the flag), Cadet Maj. Sebastian Miskimmin, Cadet Chief Master Sgt. Lillian Pittman, and Cadet Master Sgt. Aimee Calvert. (Photos: 1st Lt. Anne Calvert, CAP)

## ***Civil Air Patrol Memorializes WWII Hero – Final Resting Place Found***

*by 1st Lt. Anne Calvert, CAP, Louisiana Wing*

METAIRIE, La. – Early on Memorial Day, May 30, 2022, family and friends gathered at the Metairie Cemetery to honor and remember Civil Air Patrol's 1st Lt. Frederick S. "Freddy" Englert, at his recently located gravesite. During the ceremony, CAP's Louisiana Wing was charged with posthumously presenting a Congressional Gold Medal to Engler's family.

This medal was designed and struck by the U.S. Mint. It has been awarded collectively to members of Civil Air Patrol (CAP) who served in World War II. The medal recognizes the organization for its members' humanitarian, combat, and national services during a critical time in our nation's history.



**Right:** Col. James E. Viney, Jr. speaks at the recently located gravesite of 1st Lt. Frederick S. Englert. (L-R) Cadet Maj. Sebastian Miskimmin, and Cadet 1st Lt. Ethan James.

**Below Left:** A Taylorcraft single-engine airplane circled overhead as the new gravesite plaque was unveiled. Tim Hicks of Mandeville piloted his own airplane.

**Below Right:** This plaque was presented by the Louisiana Wing Civil Air Patrol to be affixed to the gravesite of CAP 1Lt. Frederick "Freddy" S. Englert.



Born in Mississippi City, Englert moved to New Orleans at the age of 10. He was a CAP member when it began operations at its Coastal Patrol Base 9 on Grand Isle, La. Its mission was to patrol Gulf of Mexico waters looking for German submarines that were sinking ships, and to search for survivors of targeted ships (mostly fuel tankers). During the early years of the war, Englert lost his life while on a simulated bombing mission for the U.S. Army.

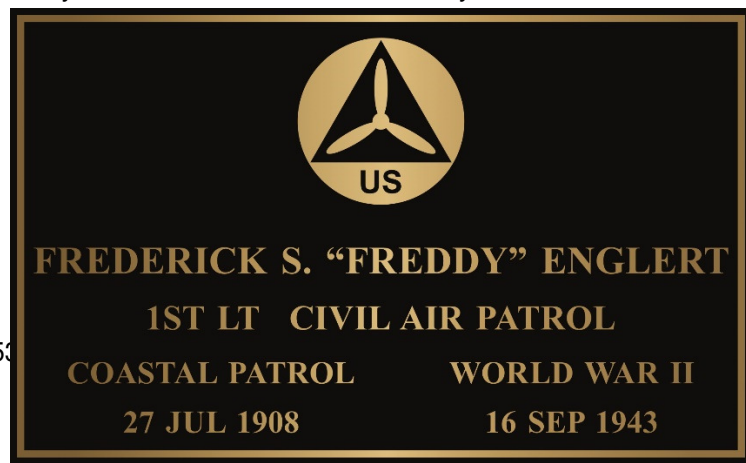
On September 16, 1943, Englert was flying a simulated bombing mission for the Army with an Army colonel on board as an observer. Englert was piloting the lead aircraft in a formation of three. They had completed three runs dropping flour "bombs" on ground troops along the Mississippi River near Avondale, Louisiana.

As the formation banked low over the river, Englert's plane struck the surface of the water. He was seen to emerge from the wreckage as it sank. He swam for a while but disappeared into the murky river waters before help could reach him. His body was recovered a few days later.

Coastal Base 9 members, called the "Fighting Nine," were experienced at spotting injured crews and passengers of torpedoed ships, clinging for life to flotsam in the Gulf's unpredictable waters.

During World War II, CAP's strength was over 2,000 volunteers. They included pilots, mechanics, doctors, housewives, and clerks who gave freely of their time and resources. They used their own planes, tools, and radios. They donated spare parts to keep everything running.

In all, CAP Coastal Patrol aircrews spotted U-boats 173 times, and made 57 attacks on them. They reported 91 ships in distress, and 363 survivors of U-boat attacks. Twenty-six CAP volunteers lost their lives, and ninety Coastal Patrol aircraft were lost.





**Above:** Family members of WWII CAP Pilot, 1st Lt. Frederick S. Englert pose in front of a 1941 Taylorcraft airplane. (L-R) Tiffany Swanson, Lilly Norman, Drew Norman, Evan Norman, Lisa Stallings, Mark Stallings, Tammie Englert, and Doug Englert.

During Englert's remembrance ceremony, CAP's St. Tammany Composite Squadron members and cadets presented the colors. Retired Air Force Master Sgt. James LaChute presided and welcomed family members and guests.

After CAP Maj. Frontis Ergle pronounced an invocation, Col. Gordon Greaney, USAF (retired), delivered remarks describing Englert's heroic actions as a CAP pilot. This led to the unveiling of a memorial plaque which will be permanently attached to the Englert family's headstone.

Overhead, two Taylorcraft single-engine airplanes, like those flown by Englert during the war, circled overhead. They were piloted by Mr. Tim Hicks of Mandeville and Mr. Andre Olivier of New Orleans.

Louisiana Wing Commander Col. James Viney spoke before presenting the family with the Congressional Gold Medal. There were tears as the final invocation was delivered and taps was played by bugler Mr. Jacob Taylor, of Buglers Across America.

Englert's grandson, Mr. Doug Englert, and his wife, Tammie Englert, were present to accept the medal on behalf of the Englert family. Also present were Lisa and Mark Stallings, Brad and Kelly Matthews, Tiffany Swanson, Drew Norman, and other family members. 🇺🇸



**Above:** Cadet Tech Sgt. Annabel Peltzer was one of four Arizona Wing cadets who told their CAP stories to the Board of Governors during its April meeting in Phoenix. *(All photos, Maj. Margot Myers, CAP)*

## ***Arizona Wing Cadets Describe Their Early Days in CAP During the COVID-19 Pandemic***

*by Maj. Margot Myers, CAP, Arizona Wing*

PHOENIX – On April 21, 2022, during a quarterly meeting of CAP's governing body, four Arizona Wing cadets had the opportunity of a lifetime as they told their Civil Air Patrol stories to the members of the Board of Governors, Command Team, and guests. In preparation for the meeting, Chief Operating Officer John Salvador asked the Southwest Region Commander to line up four cadets for this assignment.

The cadets chosen to share their experiences with the board before the Arizona Wing Conference in Phoenix included:

- Cadet Capt. Cynthia Liu, Willie Composite Squadron, Chandler, Arizona.
- Cadet Chief Master Sgt. Mary Kostas, 388th Composite Squadron, Glendale, Arizona.
- Cadet Tech. Sgt. Annabel Peltzer, Sky Harbor Composite Squadron, Phoenix, Arizona.
- Cadet Tech. Sgt. Zane Saliba, Deer Valley Composite Squadron, Phoenix, Arizona.

**Right:** One of the board members, retired U.S. Air Force Maj. Gen. Cedric D. George, had an emotional response to the cadet presentations.



To fill the speaking slots, cadets from across the wing were sent a survey describing the opportunity and asking them to answer some basic questions, such as when they became CAP members, why they joined CAP, and why they were interested in the opportunity. The next step was an interview via Zoom with more questions: What is your current duty

assignment in your squadron? Do you know anything about CAP's Board of Governors and its function? Describe a time when you had to speak in front of a group. What is the difference between giving a report and telling a story? What is one thing you have done in CAP that was particularly interesting, challenging, or fun?

After their selection, each cadet had an individual Zoom call to rehearse the presentation, ask questions, and get some advice on public speaking skills. If the cadet was a little "off-course" with the direction of the presentation, some guidance was offered to get back on track. One cadet who had prepared a PowerPoint deck for the interview was disappointed to learn that it would not be used. This was a good opportunity to reinforce that storytelling is different from giving a report, a point driven home when asked, "If you were sitting around a campfire telling stories to your friends, would you bring a slide deck?"

Not by design, all four chosen cadets joined CAP just before or during the COVID-19 pandemic. Though the early days of the COVID-19 shutdown turned everyone's world upside down, the cadets gave credit to CAP for providing structure and purpose that helped them land on their feet during uncertain times.

One of the board members, retired U.S. Air Force Maj. Gen. Cedric D. George, had an emotional response to the presentations. George joined Civil Air Patrol in the eighth grade, and as he listened to the presentations, he heard his own story.

"It was fantastic," he said. George was impressed with the cadets' drive and focus. "The future of CAP and the nation is in good hands," he said, with cadets such as Liu, Kostas, Peltzer, and Saliba.

"They are, in a word, impressive," he said.

### **Cadet Capt. Cynthia Liu**

Liu has interests as varied as chess, art, debate, and piano. She described hanging around the squadron when she was 11 and joining CAP on her 12th birthday in January 2020, not long before the shutdown. CAP membership attracted her with additional opportunities, including the chance to learn to fly.

"It sounded to me like a program not only full of fun activities," Liu said, "but one presenting a lot of challenges and opportunities to grow."

She's already taken advantage of one opportunity by entering an art competition based on aviation and aerospace. She won first place at the national level.

**Right:** Members of the CAP Command Team congratulated the four cadets after their presentations to the Board of Governors.

During the shutdown, her squadron met weekly via Zoom. Even online, “senior members continued to lead as role models and inspired other members,” Liu said.

“At the same time, the cadet promotion program kept setting goals to challenge me and keep me focused during this time of difficulty,” she said. Liu promoted steadily and earned the grade of captain 26 months after joining.

Liu has set the bar high for herself. She aspires to being a leader, earning a private pilot certificate, and attending medical school.

#### **Cadet Chief Master Sgt. Mary Kostas**

Kostas started attending CAP meetings on Zoom in July 2020 and then joined the 388th Composite Squadron on Aug. 4. Almost before she knew it, she had earned a disaster relief ribbon for participating in Operation Pulse Lift blood drives hosted by her squadron with the American Red Cross.

“It was the most rewarding experience being involved with CAP and the American Red Cross,” she said.

Kostas completed 10th grade at Scottsdale Preparatory Academy this year, where she earned straight A’s in all honors classes. She also was chosen to be part of [this video](#) about aerospace education on GoCivilAirPatrol.com.

Kostas was attracted to Civil Air Patrol when a friend in another squadron told her he was given the opportunity to learn to fly – something she’s interested in, too. Participating in CAP during the pandemic helped her stay focused and disciplined while maintaining a positive attitude, she said

Her plans include getting a STEM-related (science, technology, engineering, and mathematics) college degree, obtaining a private pilot certificate, and remaining a member of CAP.

“CAP was and is a blessing in my life,” she said.

#### **Cadet Tech. Sgt. Annabel Peltzer**

Peltzer never misses an opportunity to learn. That was evident when she completed 50 advanced STEM credits from Mesa Community College while being home-schooled in Phoenix.

Undaunted by the COVID-19 shutdown, Peltzer attended her first online CAP meeting in August 2020 and joined two months later. As a self-described introvert, she said that the virtual meetings were perfect for her, and they fit her busy schedule. The squadron’s cadets developed creative agendas for the meetings, filled with impressive speakers and opportunities, which meant that she witnessed professional virtual presentations.

“They became an excellent example of how I wanted to host my own meetings” as president of the community college’s math club, said Peltzer.

Long interested in aviation, she was introduced to CAP when she visited her sister at Hillsdale College in Michigan, which she will attend this fall. A friend of her sister was a longtime CAP cadet and invited Peltzer to visit her squadron. That is all it took.



**Right:** (L-R) Cadet Tech Sgt. Annabel Peltzer, Cadet Tech Sgt. Zane Saliba, Cadet Chief Master Sgt. Mary Kostas, and Cadet Captain Cynthia Liu show off the challenge coins they received after their presentations.



“Shortly after I got back to Arizona, I contacted my local squadron to learn more,” Peltzer said.

She has amassed an impressive list of credentials, such as being a member of an international honor society and completing NASA’s Mission Concept Academy. She has also won four national essay contests and studied classical piano for 11 years.

At the collegiate level, Peltzer plans to concentrate on mathematics, physics, and engineering and will be involved with the Michigan Wing’s Hillsdale Composite Squadron.

One of Peltzer’s favorite CAP programs during the shutdown was the beginner STEM badge, for which she completed the Women in Aviation and Astronautics Courses. That gave her a deeper appreciation for early aviators who laid the groundwork and inspired her to greatness.

“I hope to further their legacy in my own way,” she said.

#### **Cadet Tech. Sgt. Zane Saliba**

In retrospect, joining Civil Air Patrol during the COVID-19 shutdown proved to be a good experience for Saliba. At the time, though, it did not seem that way, since guidelines ruled out in-person contact with other Deer Valley Composite Squadron members.

Looking back, though, he sees the positive.

“In a way, I’m glad that I joined the program at this time,” Saliba said, “because I got a true test of endurance in this program and chose to stay with it.”

He was drawn to CAP by his older sister, formerly his squadron’s cadet commander. He is the cadet logistics officer, providing uniforms, organizing inventory, and helping other cadets.

“This is an amazing job and one that I would like to excel at for the rest of my term,” Saliba said.

CAP also is serving as a springboard to Saliba’s future goals of attending the Air Force Academy and becoming a pilot. And he will carry CAP’s life lessons with him.

“My favorite part of Civil Air Patrol is that it provides both education and morals to all of its members,” he said.

While not chosen to speak to the board specifically because they joined during the COVID-19 shutdown, all four cadets made it clear that they didn’t feel the timing constituted a detriment. Each expressed that, in some way, they felt they were able to build a solid foundation in CAP before tackling such in-person challenges as military customs and courtesies, drill, and physical training. 🇺🇸

**Editor’s Note:** Laura Fulton contributed to this article.



**Top:** (L-R): Southwest Region Vice Commander Col. David Roberts, Cadet Senior Airman Samantha Jordan, and new Louisiana Wing Commander Col. James Viney. (Photo: 2nd Lt. Tracy Jordan, CAP)

## ***Louisiana Wing Cadets Attend State Conference***

*by 2nd Lt. Tracy Jordan, CAP, Louisiana Wing*

ALEXANDRIA, La. – On April 9, 2022, Cadets from Civil Air Patrol's Lake Charles Composite Squadron attended the Louisiana Wing Conference in Alexandria. They participated in various instructional sessions, and several social events.

The conference culminated in a formal banquet, where the cadets received several awards for their squadron. They also witnessed the swearing in of Lake Charles native Colonel James Viney as the new Louisiana Wing commander. Cadet Senior Airman Samantha Jordan was selected to serve as flag bearer for the Change of Command Ceremony.

The Lake Charles Composite Squadron merited several awards including the Quality Cadet Unit Award for years 2020 and 2021, as well as the Aerospace Education Achievement Award for 2021.

Squadron senior members 1st Lt. Ryan Nelson and 2nd Lt. Tracy Jordan were recognized for having completed professional development levels. Jordan also received the Louisiana Wing Public Affairs Officer of the Year award for 2021, and a Commander's Commendation Award. Second Lt. Robert Lequeux also received a Commander's Commendation Award.

On Sunday, during a Commander's Call, Nelson was honored for his outstanding assistance and support as a qualified inspector for the wing's Subordinate Unit Inspection Program. 🇺🇸



**Top:** Cadet Basic Jens Willert learns to fly the “square in the air” while Cadet Airman First Class Korben Balderston observes  
(Photo: Capt. Michael Griffith, CAP)

### ***Tucson Cadets Attend sUAS Flight Academy***

*by Capt. Michael Griffith, CAP, Arizona Wing*

TUCSON, Ariz. – On July 25, 2022, cadets from Davis-Monthan Composite Squadron gathered at the Davis-Monthan Air Force Base Youth Center for an sUAS flight academy. In all,



14 cadets flew five different drone platforms learning to control the small unmanned aerial systems as they worked through a series of challenges including flying patterns and through hoops. While for some of the cadets it was the first drone flying experience, others have been working on their Part 107 commercial drone licenses as part of their school programs.

**Left:** Cadet Airman 1st Class Augustus Mitchell prepares to fly the hoop challenge. (Photos this page: Lt. Col. Tim Mitchell, CAP)

**Below:** Cadets Senior Airman Jonathan Camacho and 2nd Lt. Levon Tucker watch the first-person view from the drone piloted by Cadet Chief Master Sgt. Cruz Ortiz as he flies the hoop challenge.

The aerospace activity began earlier in the week at the regular squadron meeting, when cadets were introduced to the FAA TRUST safety test. After a short presentation based on the FAA-provided study guide, each cadet took and passed the aeronautical knowledge and safety test, which is required of all remote pilots to fly drones recreationally. Once earned, the TRUST certificate has no expiration date.

The BetaFPV Cetus drones used for the hoop challenge, where cadets had to fly through and around Hula hoops, were purchased using funds from the squadron's award for Project of Distinction in the 2021 High Altitude Balloon Challenge. 🇺🇸





**Top:** Participants in the SPEAR launch operations stand next to the launch rail and a rocket the West Point team is preparing for a future launch. The group includes West Point, CAP and Spaceport personnel. (All photos: Lt. Col. Dave Finley, CAP)

## ***CAP Assists West Point Team in Hypersonic Rocket Launches***

*by Lt. Col. Dave Finley, CAP, New Mexico Wing*

SPACEPORT AMERICA, N.M. -- On April 15, 2022, members of Civil Air Patrol's New Mexico Wing assisted a team from the U.S. Military Academy at West Point in conducting hypersonic rocket launches at Spaceport America in south-central New Mexico. CAP aircrews and a ground team participated in the post-launch search and recovery operations for the suborbital flights.

The flights were part of West Point's Space Engineering and Applied Research – Hypersonic Rocket Team (SPEAR-HRT), a multidisciplinary project that began in 2018. With a long-term goal of putting a West Point satellite in orbit, the project involves the academy's cadets in designing rockets with greater capability each year. The team hoped this year to better last year's maximum altitude of 80 km and to achieve a speed greater than Mach 5.0, thus qualifying officially as hypersonic.

Spaceport America, where billionaire Richard Branson flew into space aboard one of his Virgin Galactic spacecraft in 2021, has a facility for vertical launches like those of SPEAR-HRT, restricted airspace, radar support, and a variety of other services to ensure safe operations. The West Point team coordinated with New Mexico Wing personnel to integrate CAP support, both air and ground, into the launch plans.

As the West Point team began predawn preparations for their first two-stage rocket launch, a CAP ground team from Socorro Composite Squadron began a 100-mile drive southward to the launch site. The New Mexico Wing activated an incident command post in wing headquarters at Kirtland Air Force Base in Albuquerque. Internet conferencing tools and a CAP VHF repeater provided communications throughout the mission.



**Above:** Members of the West Point SPEAR team watch the launch of one of their 2-stage hypersonic rockets at Spaceport America in New Mexico.

**Below:** The second-stage rocket after it was dug out of the ground. It made a high-speed impact into the ground, shattering and twisting its nose and forward portion. Upon impact, the fins, which had been at the rear next to the black nozzle, were dislodged and slammed forward.

The first rocket was launched shortly after 7 a.m. Its first stage performed normally, but the second stage malfunctioned, flying erratically, and failing to gain altitude. The SPEAR team conferred and came up with a possible explanation for the problem. Based on that explanation, they immediately began working on the second rocket to correct the problem.

While that work proceeded, other members of the West Point crew and the CAP ground team took advantage of the delay and drove to the area where radar had indicated the rocket components could have landed. The searchers spread out in a long line and walked slowly through the desert's creosote brush, looking intently for pieces of metal. After about an hour, this search was halted as everyone was called back for the second launch.

The second launch was successful in every respect, with both stages firing normally and the second stage disappearing straight up into the sky. A radio beacon from the second stage indicated a normal time of flight and that its small parachute likely had deployed. This success brought some cheers and high-fives among the West Point team.



With the final launch complete, the CAP onsite Liaison Officers, Lt. Cols. James Steele and Alan Fisher, consulted with spaceport managers to coordinate opening the restricted airspace to the waiting CAP aircraft. When that was confirmed, Incident Commander Lt. Col. Larry Zentner relayed the clearance to the two CAP aircraft, which had taken off from Albuquerque. While both aircraft conducted visual searches in the predicted rocket impact areas, one landed at the spaceport and took aboard a SPEAR team member with radio equipment to seek the rocket beacon signal.



**Left:** Members of the CAP team that found the second stage of the first West Point launch. The rocket is in the ground at bottom left, with its nozzle at the end. (L-R) 1st Lt. William Anderson, Flight Officer Mike'l Bailey, Capt. Christine Kurtmaker, all of the Socorro Composite Squadron; and Cadet Airman Michael Wang, of Thunderbird Composite Squadron in Albuquerque.

West Point ground searchers headed for the impact area of the second launch, and the CAP ground team returned to the first-launch impact area to continue the earlier search. The CAP searchers resumed their methodical

search. At one point, Flight Officer Mike'l Bailey turned around to look backward.

"Suddenly I saw something on the ground and thought, 'That doesn't belong there,' said Bailey. He had found the second stage of the first rocket, half-buried in the sandy desert soil. He immediately summoned the other members. They quickly informed Zentner, who relayed the word to the Army team. The CAP team also sent the GPS coordinates of the location and a photo of the rocket, which looked much like a pipe sticking straight from the ground.

Soon, some of the Army personnel arrived and immediately confirmed that the object was their rocket. After taking numerous photos, they began to carefully dig it out. With no tools, they dug with bare hands, several of them taking turns, until finally they were able to get it out. With a smashed nose cone and front area, it was obvious it had landed at high speed. Also, while digging, they recovered numerous broken pieces. They said that the recovery would help them determine the cause of that stage's failure.

The other Army searchers recovered the first stage of the second launch. No post-flight beacon signal was detected, either from the air or on the ground, and the second stage of that launch was not found.

While recovering that second stage and its data would have provided confirmation of its maximum altitude, Army Major Nate Humbert, a West Point Civil and Mechanical Engineering instructor, said the launch was a success, with their initial estimates that it reached 90 km and a speed of Mach 5.2.

"Although we didn't reach our goal of 100 km, we did go hypersonic!," Humbert said. He also pointed out that, "Both flights were a success due to successful ignition of both stages during launch," and that these were only the second and third successful second stage ignitions in the SPEAR program.

"It was great learning how to integrate CAP's capabilities to support our launch operations," Humbert said.

Air Force Maj. Chalie Galliard, a West Point exchange instructor from the U.S. Air Force Academy, thanked the CAP ground team before they departed. He congratulated them on the "almost impossible" achievement of finding the half-buried rocket in the desert and expressed the hope that the CAP-West Point cooperation can continue. 🇺🇸



**Top:** Greyhawk Elementary School principal Eli Hubble and teacher Michelle Lindstrom learned about how a CAP aircraft is preflighted before they took off for their TOP flight with CAP pilot Lt. Col. Scott Curtis.

**Below:** Greyhawk Elementary School teacher Michelle Lindstrom inside the Scottsdale Composite Squadron aircraft as it prepared for takeoff for her first general aviation flight. (All photos: Capt. Lisa Nolan, CAP)



## **Arizona Wing Pilot Gives School Principal and Teacher an Orientation Flight**

### **400 Elementary School Children Get a Hands-on Radio Communications Lesson**

*by Capt. Lisa Nolan, CAP, Arizona Wing*

SCOTTSDALE, Ariz. – On April 8, 2022, Greyhawk Elementary School Principal Eli Hubble and STEM teacher Michelle Lindstrom took to the skies in Scottsdale Composite Squadron's aircraft for a Teacher Orientation Program (TOP) flight. This TOP flight had an added component, as it involved the entire school of elementary aged students in an air-to-ground radio communications lesson.

Civil Air Patrol Mission Pilot Lt. Col. Scott Curtis of Scottsdale Composite Squadron piloted the Cessna 182 aircraft, taking his TOP flight passengers to Payson, Arizona. Enroute, he told them about the CAP plane and how it is used to serve the public in a variety of



**Left:** Greyhawk Elementary School sixth grade students Claire Jackson, Brooklyn Paddison, and Braelyn Christie learned first-hand about radio communications as they conversed with their principal and teacher circling above them over the school grounds in a Civil Air Patrol aircraft

**Below:** After completing their TOP flight, Greyhawk Elementary School principal Eli Hubble and teacher Michelle Lindstrom received their TOP Flight Certificates from their pilot, Lt. Col. Scott Curtis.

emergency services missions including search and rescue, disaster relief, and aerial photography. This TOP flight was part of CAP's ongoing aerospace education program.

As the plane headed back from Payson, it did not return to the airport, but instead continued, with the approval and help of Phoenix Air Traffic Control, and the Scottsdale Airport Tower. It was allowed to circle the school grounds where more than 400 elementary students were gathered awaiting its arrival, with increasing excitement. Cheers arose among the hundreds of jumping children as the plane came into sight. Maj. Ruben Kafenbaum, communications officer at Deer Valley Composite Squadron, was there to give students hands-on instruction in radio communications. With hand-held radios and a voice amplifier megaphone, so that all children on the field could hear the conversation, a group of students using the call sign "Greyhawk One" asked aeronautical STEM questions to their principal and teacher as they orbited the school field overhead.

Sixth-grader Brooklyn Paddison, who aspires to becoming a pilot one day, asked her teacher if she knew the barometric pressure for their flight level.

Hubble and Lindstrom were as excited as the students describing their flight in the CAP aircraft as awesome and exciting. After landing, Hubble said, "It was exhilarating when I was able to move the controls of the plane. I don't know why not every school would want to do a flight just like this one." 🇺🇸





**Top:** (L-R) Granddaughter Kailyn Viney and wife Regina Viney attach new grade epaulets on incoming Louisiana Wing Commander Col. James Viney's uniform. (Photo: 2nd Lt. Tracy Jordan, CAP)

## ***Viney Takes Command of Civil Air Patrol's Louisiana Wing***

*by 2nd Lt. Tracy Jordan, CAP, Louisiana Wing*

ALEXANDRIA, La. – On April 9, 2022, at the Louisiana Wing Annual Conference and Banquet, Lake Charles native James Viney was promoted to Colonel and sworn in as the new Commander of Louisiana Wing.

Viney retired from the Lake Charles Police Department after a 30-year career. Currently, he is an instructor at the Regional Training Academy, Calcasieu Parish Sheriff's Office.

He joined Civil Air Patrol as a cadet in the 1970's, later becoming a senior member, continuing to serve in multiple positions, including Lake Charles Composite Squadron Commander and Louisiana Wing Vice Commander.

He was sworn in by Southwest Region Vice Commander Col. David Roberts.

Col. Viney's wife, Regina Viney, and granddaughter, Kailyn Viney, placed on his new rank epaulettes. Cadet Senior Airman Samantha Jordan, a member of the Lake Charles Composite Squadron, served as flag bearer for the ceremony. 🇺🇸



**Top:** Cadets march in formation between venues at Fort Huachuca during the 2022 summer encampment. (Photo: 2nd Lt. Mitch Smith, CAP)

## ***Arizona Wing Encampment Returns to Fort Huachuca***

*by Maj. Margot Myers, CAP, Arizona Wing*

SIERRA VISTA, Ariz. – On June 4-11, 2022, Arizona Wing held its annual summer encampment at the U.S. Army's Fort Huachuca in southeastern Arizona. After two years with encampment interrupted by COVID-19 pandemic restrictions, the wing returned to Sierra Vista, where encampment had been held from 2015 through 2019.

Ninety-six cadet students completed their training and graduated on June 11. A total of 140 CAP members participated in the event. In attendance were cadets from 14 of the wing's 20 squadrons, ranging from ages 12 to 19. The encampment program focuses on aerospace education as well as instruction on the core values of integrity, volunteer service, excellence, and respect.

Cadets arrived at the Nealis Barracks at Fort Huachuca and were guided through the in-processing procedures. They were introduced to their flights and spent some time going over drill. A short march led them to the auditorium, where they heard a presentation outlining some of the expectations for encampment, presented by Cadet Lt. Col. Alexander Diaz, this year's cadet commander for encampment. Afterward, there was more drill and ceremony practice, followed by a lesson on discipline, presented by Cadet Chief Master Sgts. Andrew Varadin and Asemah Bakkar. After a team-building exercise, cadets received a final presentation on the concepts of wingmen and the warrior spirit, presented by Cadet Capt. Asmera McNeace and Cadet Chief Master Sgt. Evan Apodaca. Cadets ended their day with dinner and instruction from their flight commanders on the expectations of how they were to keep their rooms and gear.



**Above:** As they completed the obstacle course, members of the encampment cadre were cheered on by the students. (Photo: 2nd Lt. Mitch Smith, CAP)

And that was just the first day.

The week continued with instruction on the concepts of leadership, discipline, and the warrior spirit, as well as participation in various team leadership problems that forced the cadets to work together across the wing. They spent most of their time in classroom instruction as well as learning customs and courtesies, and drill and ceremony. Cadets also spent time constructing a foam rocket/airplane to learn more about aerospace concepts.

Diaz said he felt that encampment was crucial for the cadets' future, but also for the encampment program.

"Overall, I believe this year to be one of Arizona's most successful encampments. We had many challenges to meet, and we did, using them to craft an extremely unique encampment for our cadet students," Diaz said. "I believe the new opportunities, training, tours they participated in, and the relationships forged, will remain with the cadet students, and influence whatever they end up doing in life."

Diaz said he was looking forward to seeing where the careers of both the cadre and the students ended up. He highlighted the two cadre members who were his "right and left hands" during encampment: Cadet Lt. Col. Joseph Roehrick from the London Bridge Composite Squadron in Lake Havasu City, Arizona, who served as deputy commander for operations, and Cadet Capt. Alex Westwood from the Willie Composite Squadron in Chandler, Arizona, who served as deputy commander for support.

"I'm confident that the future of Arizona's cadet program is in great hands," Diaz said.

## The Fly-By, Southwest Region, July 2022

Mid-week saw cadets able to participate in orientation flights where they flew with CAP aircraft and pilots who had arrived from across the wing to support this activity. Cadets took hands-on control of the aircraft during their orientation flights.

As the week wrapped up, cadets participated in land navigation courses, spent time on the obstacle course, learned about unmanned aircraft systems, visited Libby Army Airfield, learned about proper firearm safety, finished building their model rockets and airplanes, and graduated with a ceremony held at Barnes Field.

First Lt. Frank Flores, CAP, is the commander of Cochise Composite Squadron in Sierra Vista and a native of the area where Fort Huachuca is located. He joined CAP because of its structure, discipline, and mission, but also because he believes the CAP cadet program is important.

"It ties communities together with volunteers, parents, and allows you to participate in shaping tomorrow's future," Flores said. "Plus, Arizona offers some of the best weather in our nation for outdoor and aviation activities, which is part of the Aerospace/STEM program in each composite squadron in Arizona." 🇺🇸

**Editor's Note:** This article is based on an article by Amy Stork, Public Affairs Officer, U.S. Army Intelligence Center of Excellence, Fort Huachuca, published on [www.army.mil](http://www.army.mil). Second Lt. Mitch Smith, CAP, 388th Composite Squadron in Glendale, Arizona, also contributed to this article.

**Below:** Cadets participated in an exercise that required them to work as a team to solve a problem. (Photo: Cadet Master Sgt. Bunyan Reinke, CAP)



## **Louisiana Wing Cadets Provide Color Guard at Local Patriotic Service**

*by 2nd Lt. Tracy Jordan, CAP, Louisiana Wing*

LAKE CHARLES, La. – On July 3, 2022, Cadets from Civil Air Patrol's Lake Charles Composite Squadron served as color guard at Trinity Baptist Church's annual *I Love America* celebration.

The squadron's cadets learn and practice color guard procedures at their regular Tuesday meetings and have been honored to serve at several local events. The practice brings a feeling of pride and stability to a group that has worked hard to get back to normalcy after the past few years' events.

This event was Cadet Airman 1st Class Daniel Escobar's first time to serve as rifle guard. He said that he wanted to serve on the color guard because he enjoys working with a smaller unit and likes the idea of defending his country's flag.

Cadet Airmen Malachi and Izaiah Pellerin frequently join the squadron's color guard with their brother, Cadet Airman Eli Pellerin. For the brothers, serving their country and honoring their flag is simply a daily way of life.

Cadet Senior Airman Samantha Jordan, who has served several times, said that veterans frequently approach her to say thank you.

After the service, the cadets and their families joined in the festivities and greatly enjoyed the fireworks display. 🇺🇸

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**Left:** (L-R) Cadet Airman Izaiah Pellerin, Cadet Airman Malachi Pellerin, Cadet Senior Airman Samantha Jordan, and Cadet Airman 1st Class Daniel Escobar (Photo Courtesy Mr. Lawrence Pellerin)

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**Top:** Beebe High School JROTC Cadets inspect and are allowed to explore the aircraft that they would fly in for their Orientation Flight. (Photo: Lt. Col. Richard Smith, CAP)

### ***Arkansas Wing Takes Beebe JROTC Cadets to New Heights***

*by Lt. Col. Charles Rine, Arkansas Wing*

SEARCY, Ark. – On March 2, 2022, twelve cadets from Beebe High School's JROTC unit, AR-20012, located in Beebe, Arkansas, received orientation rides in CAP aircraft. The JROTC cadets met with CAP pilots Lt. Col. Richard "Red" Smith, Maj. Tommy Littleton, Jr., and Capt. Ronnie Sexton, in Searcy, Arkansas to facilitate the flights.



**Above:** Beebe High School JROTC Cadets pose with their CAP Orientation Pilots. (L-R) Back row: Jimmy Hall, Logan Garner, Taylor Johnson, Courtney Berner, Jaiden Osner, Sage Everest-Fukino, Capt. Ronnie Sexton, CAP; and Sky Thomason. Front Row: Maj. Tommy Littleton, CAP; Zaynab Pounds, Celeste Harmon, Liliana Salinas, Annie Mae DiFlorio, Mackenzie Ballinger, Hannah Beaher, Halle Hardin, and Lt. Col. Richard “Red” Smith (*Photo: Courtesy of Lt. Col. Richard Smith – photographer unknown*)

Maj. Jeffery Cathey, USAF (Ret.), who commands the Beebe High School JROTC unit, had been instructing the cadets in aerospace education and the fundamentals of flight. The orientation flights exposed the cadets to some practical application concerning what they have been learning in the classroom. For many Beebe cadets, this was their first flight in any aircraft.

Prior to flights, cadets had a preflight briefing explaining what would take place during the flight. They were shown how to conduct a proper preflight inspection, allowed to explore the aircraft, and ask questions about how the airplane functions. Cadet Celeste Harmon, a freshman at Beebe High School had mentioned that she was somewhat nervous about the flight as she had never flown before. Later, she commented that the preflight briefing had helped ease her anxiety.

Maj. Littleton had this to say about the cadets that flew with him, “None of them had ever handled the controls of an airplane. I let everyone fly the airplane for a while. They all enjoyed the



flights, as I did. They were some outstanding students.” He added that the weather had been ideal for flying.

**Left:** Beebe High School JROTC Instructor Maj Jeffery Cathey, USAF (Ret) listens in as the JROTC Cadets are briefed on the day’s events and flight plan. (Photo: Lt. Col. Richard Smith, CAP)

**Below:** Lt. Col. Richard “Red” Smith takes the opportunity for an inflight photo with JROTC Cadets Courtney Berner (front seat) and Taylor Johnson (back seat) (Photo: Lt. Col. Richard Smith, CAP)

A consensus from the cadets was that they had a great time. After her flight, Cadet Harmon said, “It was an amazing experience!” Cadet Taylor Johnson, a Senior, having just had her first flight in a general aviation aircraft, remarked that she had loved the experience.

Although many of the cadets had never flown before, a few had other experiences and aspirations in aviation, such as Beebe High School Senior Courtney Berner and Junior Jimmy Hall, who both have been accepted to the AFJROTC Flight Academy that they will complete this summer. It is through orientation rides provided by organizations like the EAA’s Young Eagles, AFROTC, AFJROTC, and CAP that today’s youth can be inspired to become tomorrow’s aerospace leaders.

Civil Air Patrol (CAP), the auxiliary of the U.S. Air Force, supports all Air Force missions, including Air Force Reserve Officers’ Training Corps (ROTC) and Junior Reserve Officers’





Training Corps (JROTC) units. CAP accomplishes this by providing STEM kits to schools, being an aerospace education resource for the units, and providing orientation rides to cadets. 🇺🇸

**Left:** Adult Prairie Falcon: The adult prairie falcon transported by CAP is being treated for a leg injury and infection. (Photos: 1st Lt. Albert Ustaszewski, CAP)

**Below:** The barn owl transported by CAP is undergoing rehabilitation at the VIDA center in Yuma, Arizona.

## ***Two Injured Raptors Get a Lift Courtesy of Arizona Wing***

*by Maj. Margot Myers, CAP, Arizona Wing*

YUMA, Ariz. – On July 2, 2022, Yuma Composite Squadron transported two injured raptors (a barn owl and a prairie falcon) from Lake Havasu City to Yuma.

“We did this for VIDA Wildlife, Rehabilitation and Education Center which is a nonprofit organization located in Yuma,” said 1st Lt. Albert Ustaszewski, CAP, squadron commander and president of VIDA Wildlife.

“We rehabilitate sick, injured and orphaned wildlife back to health so they can be released once again into the wild,” Ustaszewski said. “The injured raptors were brought here so they can be placed with a licensed wildlife rehabilitator who specializes in raptors.”

This was the first flight of its kind in Arizona Wing and it went smoothly. Pam Short from VIDA Wildlife met Maj. Stu Smith and Cadet Airman 1st Class Steven Smith at the airport in Lake Havasu City to hand over the two crated raptors, and Ustaszewski met the aircrew in Yuma to pick up the injured birds.





By, Southwest Region, July 2022

"The plane was returning to Yuma from a precautionary search and rescue mission in Lake Havasu City, and I was happy to pick up a couple of additional passengers for the flight home," said Maj. Smith.

**Left:** Maj. Stu Smith, CAP, loaded crates containing two injured raptors into the back of the Yuma Squadron's Cessna 182 for the flight from Lake Havasu City to Yuma, Arizona (Photo: Pam Short, VIDA Wildlife)

**Below:** (Right) Albert Ustaszewski, in his capacity as president of VIDA Wildlife, met the CAP plane in Yuma to pick up two injured raptors from CAP pilot Maj. Stu Smith (left) to transport the birds to VIDA's rehabilitation center. (Photo: Cadet Airman 1st Class Steven Smith, CAP)

**Below Left:** The prairie falcon being treated at the VIDA Wildlife facility.

with them," he said. "I became a falconer and got pulled into rehab since I have the falconry experience and know how to handle wild raptors.

"It's great, I get to work with a variety of different species and watch them progress as they heal and recover. You can't save them all, but those you do save make it all worth it when you watch them fly off back into the wild," Ustaszewski said.



The barn owl was diagnosed with candidiasis, a yeast infection of the mouth, which leads to a lack of eating and emaciation. The prairie falcon has a puncture wound in her leg and infection.

"She probably got into a fight with another raptor and got injured,"

Ustaszewski said. "We still are not sure about them, but if they recover and can be released back into the wild, we will release them here in Yuma. They are migratory and will go wherever they want.





"If they recover but can't be released back into the wild, we will find permanent homes for them as either education birds, foster parents, or display birds," he added. 🇺🇸

**Top:** Lt. Col. Pat Kerr, second from left, addresses Helix Aviation Academy students prior to their orientation flights. To Kerr's right is 1st Lt. Barry Huggins, commanding officer of Capital City Composite Squadron. (Photo: Capt. Ken Best, CAP)

## ***Louisiana Wing Provides Orientation Flights for Helix Academy Students***

*by Capt. Ken Best, CAP, Louisiana Wing*

BATON ROUGE, La. – On April 30, 2022, eight squadrons of Civil Air Patrol's Louisiana Wing launched orientation flights for 27 Junior ROTC students from Helix Aviation Academy. The eight CAP pilots took turns flying pairs of students in Cessna 172 and 182 aircraft.

In addition to a pilot, each orientation flight carried two students, many of whom had never been in an aircraft before. Each flight went from Baton Rouge to either Louisiana Regional Airport in Gonzales or False River Airport outside of New Roads, La.

Students were seated in either the co-pilot seat or the back seat. Upon reaching either of the destination airports, the students switched places. This allowed all students to take turns holding the control yoke, feeling the rudder pedals, and controlling the aircraft. Each flight took about an hour to complete.

Both military aviation and commercial aviation industry are currently experiencing a severe pilot shortage. As the US Air Force Auxiliary CAP works to expose young people to aviation and the possibility of an aviation career. Taking students on orientation flights is a proactive event that gives students a personal experience and, hopefully, encourages them to consider aviation as a career choice.

CAP's Capital City Composite Squadron, which is headquartered at the Baton Rouge airport, served as local CAP host squadron for the event. Planes were marshaled at the Helix Aviation Academy on the north east side of the airport. Lieutenant Colonel Pat Kerr, Louisiana Wing Director of Operations, coordinated and managed the event.



A catered meal was provided after flying was completed around noon. Funding for this exercise was provided through the JROTC program of the US Air Force. 🇺🇸

**Top:** VFW Post 9907 Commander Jack Latham (center) and VFW Post 2364 Auxiliary representative Brenda Kinghorn (left) presented VFW's Arizona Noncommissioned Officer of the Year Award to Cadet Chief Master Sgt. Blake Johnson, CAP. (Photos: Lt. Col. Carol Schaub Schlager, CAP)

### ***Arizona Wing Squadron Cadet Honored by VFW***

*by Lt. Col. Carol Schaub Schlager, CAP, Arizona Wing*

SHOW LOW, Ariz. – April 2, 2022, was a very busy but special day for Cadet Chief Master Sgt. Blake Johnson, who received the VFW state level NCO of the Year award. The Show Low Composite Squadron was visited by representatives of VFW Post 9907 in Show Low, including Commander Jack Latham and Chaplain Russ Taylor. They were accompanied by Brenda Kinghorn, a member of the VFW Post 2364 Auxiliary in Pinetop-Lakeside, Arizona, representing the VFW Auxiliary Department of Arizona.

The award nomination was submitted in January to the Pinetop-Lakeside Post 2364.

Cadet Johnson has excelled in his two years of Civil Air Patrol leadership. As a cadet noncommissioned officer, he has been responsible for training cadets, providing guidance in moral and civic responsibilities, community service, and physical fitness.



**Left:** (L-R) Lt. Col. Art Rogers, CAP, was the orientation flight pilot for Show Low Composite Squadron Cadet Tech. Sgt. Gabriel Johnson, Cadet Chief Master Sgt. Blake Johnson, and Cadet Senior Airman James Hardy.

**Below:** (L-R) Cadet Senior Master Sgt. Taylor Hess, Cadet Chief Master Sgt. Blake Johnson, and Cadet Technical Sgt. Gabriel Johnson presented the colors at the opening day of the Pinetop-Lakeside Little League.

On this same day, orientation flights required cadets to be in the utility uniform instead of dress blues, that are normally worn for ceremonies. After the ceremony, flights started with the

arrival of two CAP aircraft and pilots from Payson and Flagstaff. Johnson went on his third orientation flight immediately after the VFW award ceremony. A total of nine cadets received either their first or later orientation flights, following the structured flight syllabus designed for progressive training in aviation.

Johnson also helped the Show Low Composite Squadron form a color guard unit, which began practicing in February. On April 9, the new color guard made its first presentation of the colors during opening day for the Pinetop-Lakeside Little League.

Although the team usually includes four cadets, there were only three cadets for this first appearance: Johnson was the U.S. flag bearer with Cadet Senior Master Sgt. Taylor Hess and Cadet Tech. Sgt. Gabriel Johnson serving as rifle guards. The fourth team member, who was not available that day, is Cadet Airman 1st Class Devyn O'Farrell. 🇺🇸





**Top:** SAF members and family learn about "Bambi" buckets (*All photos: Capt. Rene Larricq, CAP*)

**Below:** Chinook helicopter on the tarmac.

## ***New Mexico Wing Squadron Visits Fire Attack Helicopter Base***

*by Capt. Rene Larricq, New Mexico Wing*

SANTA FE, N.M. On May 14, 2022, cadet and senior members from the Santa Fe Composite Squadron visited the helicopter air base of the fire attack group responding to the Cerro Pelado and Hermit Peak/Calf Canyon wildfires. Located at Santa Fe Regional Airport, the temporary base included a command center trailers, fuel trucks, and other vehicles on the airport's south ramp.

The group was led by Santa Fe Squadron Commander 1st Lt. Sean Blake – who had arranged the visit – and included most of the Squadron's cadet members, as well as several senior members and a few of the cadets' parents and siblings.

Shortly after arrival at the site, the group watched two Skycrane (S-64) helicopters land in winds gusting 30+ knots, which made landing a challenge. After a safety briefing at the squadron hangar, the group went to the command center trailer and met the fire base commander (known to his colleagues as "Boomer"), who explained the operation. Afterwards, the group visited with crew members of the different types of helicopters being used in the operation: the Bell 212, Sikorsky UH-60 Black Hawk and S-64 Skycrane, and Boeing CH-47 Chinook.





**Above:** SAF members and family at learn features of Skycrane helicopter.

**Left:** Cadet Nelson looks at the Skycrane cockpit.



Most of the pilots were experienced in helicopter flying, many with extensive military time before becoming civilian pilots. However, one of the Skycrane co-pilots was only in her second year of flying that aircraft, with minimal flight training time before joining the company. It was a great example of young people setting their sights on a commercial flying career and achieving it quickly by setting their mind to it. She said that her fixed wing and helicopter licenses had been expensive, but that they had paid off right away with an exciting, well-paying job.

One of the interesting things the group learned about helicopter firefighting was the pickup and delivery systems used. Most aircraft used "Bambi" buckets, which are dipped into a lake, pond, or river to fill with water, which is then flown to and released over the fire. The buckets come in various sizes, matching the lifting capacity of the aircraft that is using it, and the weight of the water being loaded is calculated so that it can be safely lifted every time. They range in size from 72 to 2590 gallons and can be either completely submerged or dipped in a foot or so of water, where pumps in the bucket quickly fill it. Some aircraft, like the Chinook or Skycrane, can carry tanks instead and use a snorkel hose to fill from a water source. With either method, it takes only a few minutes to fill and be off to the fire again.

One of the pilots explained that flying in mountainous terrain with wind, smoke and heat is very demanding, but even more so when the aircraft is carrying up to 11 tons of water on a 150-200

foot hanging tether. The pilot must be very steady on the controls because the bucket's momentum causes it to act like a pendulum. All aircraft have bubble side windows so that pilots can keep their bucket in sight and anticipate its movement, as well as see the placement of the water drop. They typically fly for two hours at a time, then return to base for refueling and a brief rest. With a major fire like the two in northern New Mexico, their workdays can stretch on for weeks. Some days they fly until there is no longer enough light to do so safely.

Since the helicopters are carrying so much weight, they are stripped down as much as possible to increase their lifting capacity, since every 8 pounds of weight saved is one more gallon of water that can be flown. Capacities ranged from 4700 pounds (550 gallons) of water on the Bell 212 up to 22,000 pounds (2600 gallons) on the Chinook, and a little less on the Skycrane. Depending on the water source's location, the aircraft can make a round trip in as little as 15 minutes.

Group members were invited into each aircraft and allowed to sit in the cockpit. While much of the instrumentation and radios were familiar to those who had flown in CAP aircraft, the main controls on the helicopter are very different from a fixed-wing airplane. The center control stick is called the cyclic, which controls the pitch and roll, like a control yoke on an airplane, but it does so by changing the angle of the blades individually and tilt of the rotor mast. The control on the left side of the pilot is called the collective; it changes the angle of all the blades together to "bite" more or less air, which causes the aircraft to lift or sink. The third control (except on the Chinook) is the pedals, which, like a fixed wing aircraft, adjusts yaw, but does so by changing the tail rotor angle to counter the main rotor's torque. Without a tail rotor, the helicopter would spin in circles.

Coordination of the base's activity is handled from a mobile command center. Inside are desks, radios, and computers where mission planners and commanders direct aircraft depending on the needs of incident command and firefighting crews. They work from dawn to dusk, taking care of air operations, logistics, maintenance, and supplies necessary to keep aircraft in the air. This is like a CAP mission base, and both use the National Incident Management System structure and protocols. This system allows trained individuals working together to conduct emergency response operations efficiently and successfully, as the fire attack helibase has demonstrated.

The visiting group was glad to have the opportunity to see the operation up close and meet with the professionals working at various positions. When executing missions, they share the same attitudes and attention to safety that CAP members do, and their efforts had a major impact on controlling the destructive fires that scorched northern New Mexico. After Santa Fe, they will be moving on to the next fire. For them, it is a long, hot summer. 🇺🇸

**Below:** Cadet Sr. Amn. Gutierrez, Cadet Chief Master Sgt. Gutierrez, Cadet Nelson, and family members in Black Hawk helicopter





**Top:** Cadet Chief Master Sgt. Edward Braithwaite pilots a drone while Capt. John Richard looks on. (Photos: 2nd Lt. Casie Jones, CAP)

### ***Louisiana Wing Squadron Trains sUAS Pilots***

*by 1st Lt. Anne Calvert, CAP, Louisiana Wing*

ABITA SPRINGS, La. – Early in the morning of June 18, 2022, members of the Louisiana Wing Civil Air Patrol, St. Tammany Composite Squadron, gathered at the St. Tammany Regional Airport to conduct small Unmanned Aerial Systems (sUAS) flight training (which are often called drones). Starting at approximately 9:00 a.m., cadets and senior members prepared to launch their drones.

**Right:** An sUAS is being guided to a perfect landing.

**Below:** (L-R) 1st Lt. Ron Naquin pilots the sUAS while Cadet Tech. Sgt. Alexis Jones supervises as technician.

Temperatures were in the low to mid 90's with clear skies. Hurricane season began on June 1, and local CAP volunteers prepared with hands-on training to assist local and state agencies in disaster recovery. The drone program will add an additional dimension to CAP's disaster recovery resources.

First Lt. Ronald Naquin launched his drone with Cadet Tech. Sgt. Alexis Jones acting as technician. Naquin successfully completed two maneuvering trials and captured a total of 37 photos. He flew a DJI Mavic Air 2 drone and a DJI Mavic 2 Pro machine. Naquin completed the necessary tasks required by CAP requirements obtaining his qualification as an sUAS Instructor and Check Pilot.

Lieutenant Col. Don DuCote, a Covington resident, led a flight class using the St. Tammany Composite Squadron's DJI Phantom 4 Pro drone. Drone pilots were able to log over two hours of flight time. The flight course used was the NIST Standard open lane course, which consists of a takeoff/landing pad and four 'omni stands' spaced at approximately 15-foot intervals. "Drones are now an essential part of today's economy," said DuCote, "They have helped fight fires, locate missing people, and deliver vital supplies like medicine and medical equipment. Our cadets are preparing to use this technology to serve our communities in the future."

CAP conducts flights photographing hurricane and other disaster-affected lands and waterways. Hundreds of hours are spent in the air and thousands of images are captured. They are then delivered to customer agencies such as FEMA and the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) as well as other state and local agencies, which will use them in assessing damage after the event. 🇺🇸





**Top:** (L-R) Show Low Composite Squadron members Cadet Tech. Sgt. Gabriel Johnson, Capt. Jason Johnson, and Chief Master Sgt. Blake Johnson with Senior Member Heather Johnson while she donates blood. (Photo: Lt. Col. Carol Schaub Schlager, CAP)

## ***Arizona Wing Family Supports Blood Drive***

*by Lt. Col. Carol Schaub Schlager, CAP, Arizona Wing*

SHOW LOW, Ariz. – On May 26, 2022, the Show Low Composite Squadron hosted its 12th Operation Pulse Lift blood drive since the COVID-19 pandemic humanitarian relief mission began in April 2020.

For four members of the small, northeastern Arizona squadron, it was a family affair. Cadet Tech. Sgt. Gabriel Johnson and his brother, Cadet Chief Master Sgt. Blake Johnson, worked at the event along with their parents, Capt. Jason Johnson and Senior Member Heather Johnson. Capt. Johnson serves as the health services officer for the squadron.

Capt. and Senior Member Johnson, who are in the process of training for the mission staff assistant qualification, signed out of the mission to donate blood, then returned to duty. Capt. Johnson applauded the vital mission that CAP provides to support our nation; as an emergency room physician, he understands the critical need for blood.

Future Operation Pulse Lift blood drives are in progress for this vital mission in the community. The squadron partners with VFW Post 9907 and the City of Show Low for a facility to conduct the blood drives.

"It's one way we can help our community positively," said Cadet Tech. Sgt. Johnson. 🇺🇸



**Top:** Cadet Airman Ayden Martin marshalls planes at Rockin' on the Runway. (Photo: Cadet Senior Master Sgt. Brantsen Gill, CAP)

## ***Louisiana Wing Cadets Serve at Local Airshow***

*by 2nd Lt. Tracy Jordan, CAP, Louisiana Wing*

LAKE CHARLES, La.— On June 11, 2022, Cadets from Civil Air Patrol's Lake Charles Composite Squadron served at the "Rockin' on the Runway" Charity Airshow in Sunset, La.

Cadet Chief Master Sergeant Abby Rougeau, Cadet Senior Airman Allyssa Rougeau, Cadet Airman Izaiah Pellerin, and Cadet Airman Malachi Pellerin served as color guard. Cadet Senior Master Sergeant Brantsen Gill, Cadet Airman Eli Pellerin, and Cadet Airman Ayden Martin conducted marshalling duties, using visual cues to lead aircraft to their parking locations. The cadets also assisted with crowd control.

"Rockin' on the Runway" was created to raise funds and awareness for special needs children and young adults that reside at St. Mary's Residential Training School in Alexandria, La. Over 200 Louisiana children and young adults with developmental disabilities live and attend classes at that School.

In addition to the air show, the event included a car show, food vendors, and live music. 🎵



**Top:** (L-R) Cadet Tech. Sgt. Annabel Peltzer, Cadet Chief Master Sgt. Asemah Bakkar, Cadet 1st Lt. Sean Geraghty, and Cadet Airman 1st Class Joseph Michael Hrabec served as the CAP color guard. (Photos: Tech. Sgt. John Horne, CAP)

## ***Arizona Wing Sky Harbor Squadron at Memorial Day Ceremonies***

*by Tech. Sgt. John Horne, CAP, Arizona Wing*

PHOENIX – After a two-year hiatus, an in-person Memorial Day ceremony returned to the National Memorial Cemetery of Arizona in Phoenix. On May 30, 2022, a capacity crowd filled the seats to pay tribute to the fallen veterans of America's conflicts. Color Guard units from the armed forces, veterans service organizations, community groups, and Civil Air Patrol participated in a parade of colors at the ceremony. Sky Harbor Composite Squadron represented Arizona Wing with a color guard and the placing of a wreath to honor fallen and missing service members.



**Above:** (L-R) Cadet Senior Airman Javier Ceballos and Cadet Airman 1st Class Joseph Michael Hrabe stand by the wreath presented by Sky Harbor Composite Squadron at the Memorial Day ceremony.

Former Maricopa County Attorney and Marine Corps Vietnam veteran Rick Romley served as master of ceremonies. Susan Kee – the guest speaker – spoke in honor of all fallen and missing service personnel who fought in the Korean War.

Sky Harbor Composite Squadron cadets who participated in the Memorial Day Ceremony included:

- Color guard rifles: Cadet Airman 1st Class Joseph Michael Hrabe and Cadet Tech. Sgt. Annabel Peltzer.
- Color guard flags: Cadet 1st Lt. Sean Geraghty and Cadet Chief Master Sgt. Asemah Bakkar.
- Wreath presenters: Cadet Staff Sgt. Keenan Tucker and Cadet Senior Airman Javier Ceballos.

They were accompanied by Capt. Roseanne Marquez and Senior Members Lisa Ceballos, Paul Tucker, and Paula Tucker.

The ceremony concluded with a rifle volley by the Arizona National Guard Honors Team and the playing of taps by Sgt. Monique Grijalva of the 108th Army Band.

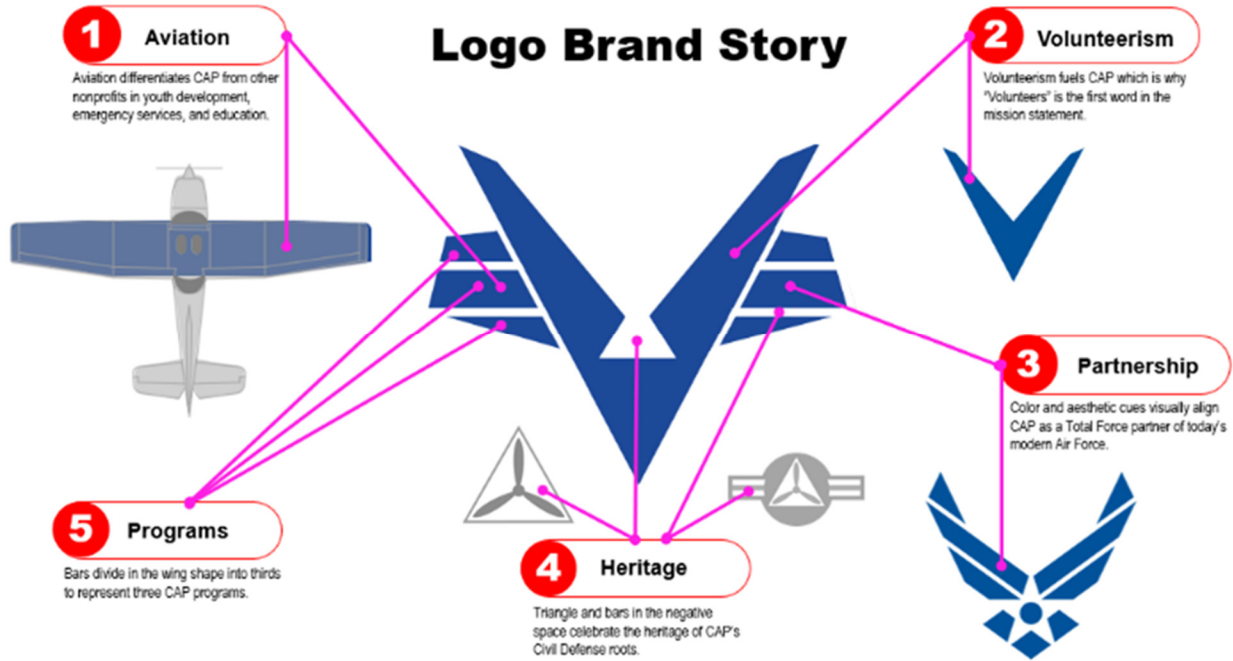
This event represents the 12th year that Sky Harbor Composite Squadron cadets and senior members have participated in the Memorial Day Ceremony at the National Memorial Cemetery of Arizona. 🇺🇸



# CIVIL AIR PATROL

## U.S. AIR FORCE AUXILIARY

Volunteers Serving Communities



**Top:** Unveiled on June 30, 2022, Civil Air Patrol has a new logo, part of its ongoing transformation. In recent years, its level of sophistication has advanced significantly. For example, CAP's fleet is being transformed from "steam gauges" to glass cockpits that can be programmed to display – and fly – CAP search grids. In fact, CAP no longer needs to wait for the weather to break or for the sun to rise to begin a search – we can start in minutes, using cellphone forensics and radar analysis. A similar level of sophistication touches every aspect of Civil Air Patrol – IT (Innovation), philanthropy (the CAP Foundation), cadet programs (Cadet Interactive), aerospace education (STEM — science, technology, engineering, and mathematics), member education and training (Volunteer University), chaplain corps (resiliency programs), and now marketing too.

### **Civil Air Patrol Launches Bold New Logo**

#### *National Headquarters Marketing and Strategic Communications*

Over the past two years, Marketing and Strategic Communications (MAC) has been working to better align the CAP brand as a Total Force partner. The U.S. Air Force Auxiliary's new logo tells a brand story about aviation, volunteerism, partnership, and heritage, while projecting a more youthful, modern, Air Force-style look.

On April 23, 2022, CAP's Board of Governors voted unanimously to adopt the new logo, which "accomplishes several things and includes some unique benefits," said Randy Bolinger, chief of marketing and communications. "The bottom line is, this is not your grandmother's Civil Air Patrol, and the new corporate identity makes that obvious," he added.

#### **Out With the Old**

The Office of Civilian Defense, the basis for the original Civil Air Patrol symbol, was disbanded in 1945. Since that time, CAP has been associated with something that has long since been defunct.



“From a brand perspective, being associated with something that is obsolete is not a strong brand position,” said Bolinger. “Imagine General Motors spending billions of dollars to build and name a state-of-the-art stadium in Detroit. Now imagine that GM chose to name the stadium the Oldsmobile Center, after a product line that was discontinued decades ago.

“True, the Oldsmobile Center name would be a wonderful tribute to a discontinued product line, that resonates with people nostalgic about the Cutlass 442, Delta 88, and Toronado. But using the name of an obsolete product line does nothing to advance today’s innovative General Motors working toward an all-electric product line by 2035,” said Bolinger.

That logic applies to Civil Air Patrol as well, He said, “The triblade symbol from the Civil Defense glory days of World War II is a wonderful tribute to our past, but that symbol has precious little relevance today and does not accurately reflect how much CAP has evolved in the past 80 years.

“Simply stated, brands that don’t evolve lose relevance,” he said. “While Oldsmobile was the first auto manufacturer to offer an automatic transmission and produced some of the best-selling models, that legacy could not keep the brand from losing both its popularity over time and its demographic until GM ceased production of the once-beloved Oldsmobile.”

Similarly, each new generation of CAP cadets becomes farther removed from any emotional attachment with World War II and Civil Defense. Other than the emotional equity and nostalgic qualities of the triblade, the triblade symbol from a bygone era has no relevance in today’s CAP.

“Is the triblade symbol cool – kind of in a mid-20th century retro design way? Does it reflect today’s CAP? Not really – it’s a heritage piece that should be set aside to make room for something that reflects the dynamic nature of today’s CAP,” said Bolinger.

### ***Something Borrowed, Something Blue***

“Most corporations update visual identities (a logo) periodically as a brand management best practice,” he said. “Doing so reflects change — change in ownership, technology, direction, products, etc. CAP recently updated an obsolete mission statement to accurately reflect who we are today.



“And who we are today, and since 2015, is a Total Force partner of the Air Force, not part of Civil Defense.”

Until the turn of the century, the Air Force went through a 60-year stretch without modernizing its logo. Today’s Air Force logo is a more accurate representation of a modern air force.

“While the Air Force beat CAP to the modernization wake-up call by more than two decades, CAP can now benefit from being able to take some visual cues from the Air Force logo to incorporate into our own,” Bolinger said.

“The new CAP logo is clearly in the same Air Force Total Force family, having borrowed inspiration from the wing shape and hiding the legacy shape (the Civilian Defense triangle) in the negative space as the Air Force did with the star and globe.

“We also added something blue – the logo color itself that closely aligns with the Air Force. In fact, the Air Force and CAP logos nest together quite nicely as if they were, well, partners.”

### ***Best of Both Worlds***

Regarding logo changes as part of a brand refresh effort – love it, hate it, or undecided – there’s good news for all: the triblade lives on. While the new corporate logo (the “Flying V”) becomes the external persona of a Total Force partner, the triblade will remain part of CAP’s identity system in the command emblem used on aircraft, vehicles, flight suits, and countless more applications. Further, the triblade will remain the heart of the CAP seal. 🇺🇸



## On Language

### ***Variations on Indo-European Word Origins***

AUSTIN, Texas – Modern Indo-European languages are connected, as they are largely descended from Classical Greek and Latin. This holds dramatically true for the common words dearest to human beings, such as "father" and "mother." But there are some words that seem to be totally unconnected, often describing specific things or animals. One example is "butterfly." Below we discuss how people have decided to name these most colorful, poetic, and romantic winged insects. To make some sense of it all, the words below have been gathered under their language group, physical characteristics or association, or other origin.

It is noteworthy that butterflies have an eager predilection for cream and butter, as well as many flowers' nectar. It is in the dairy context that milking maids must have noticed them since the birth of civilization and humanity's reliance on domestic animals, because butterflies were not only colorful and beautiful but also a pest, often falling into the milking pail, to the milking maid's natural annoyance.

#### ***Greek***

- *Psyche* – From Ancient Greek, meaning "butterfly," "soul," and "breath" – and later "mind." This word was commonly associated with dead persons (in a good way), as the mythical beautiful maiden Psyche was so in love with the young god Eros that she incurred in the envy and wrath of the other Greek gods. As punishment, she was sent to Hades (death), but she tricked her way out of it and came back up into the world (meaning life, a mythical example of resurrection), and proceeded to suffer many setbacks. Eros ended up falling deeply in love with her and opted for begging the gods to forgive her. Eventually she was allowed to marry Eros and was also granted immortality. A very early example of a happy ending.
- *Petaloudia* – From Modern Greek. As the Greek language evolved through the centuries, and the old religion and myths became obsolete, Greeks discarded the original *psyche* in the context of butterflies. Instead, they created for themselves a new and more technical word, related to "petal," "leaf," and "opening wide." Perhaps derived from *ptero* (in turn from *ptero*, wing). An associated modern Greek-origin word is *lepidoptera*, as the zoological order of butterflies and moths is known.

#### ***Latin***

- *Papilio, papilionis* – Classical Latin, meaning both butterfly and moth. Oddly enough, unrelated direct descendants are the Spanish *pabellón*, and the English *pavillion*, both of which describe a tent with the sides spread out, as butterfly's wings often can be seen (a case of naming by physical resemblance).

- *Papillon* – French, directly descended from the Latin *papilio/onis*
- *Fifoldara* – Anglo-Saxon in turn taken from the Latin *papilio/onis*. Here one can see the shifting of the spelling from p to f, to match the accompanying change in pronunciation.
- *Fifalde* – Old English, essentially taken from the Anglo-Saxon *fifoldara* above, that in turn comes from the Latin *papilio/onis*
- *Fifaltra* – Old High German, dating to slightly after Anglo-Saxons entered Britain, also descended from the Latin *papilio/onis*
- *Farfalla* – Italian. This is a direct descendant of the Latin, adjusted for the p/f shift. The contemporary Italian pasta *farfalle* (called bowties in the US) are really butterflies for Italians.
- Modern German has a less popular synonym for butterfly, *Tagfalter* (day fly). By analogy, Germans also coined *Nachtfalter* (night fly, or moth). Both were derived from *falter*, in turn descended from the Old High German *fifaltra*, and yes, from the Latin *papilio/onis*. (For the more popular German word, see below.)

#### **Butter or Cream**

- *Butterfly* – From Old English *butterfleoge*, from the Latin *butyrum* + Old Dutch *fleoge* (a fly), referring to the insect's predilection for butter fat or cream and its constant presence around the milking pail and butter churn. The Old English *butter* also meant cream. Another word it could have descended from is the Old Dutch *botterschijte* - or "butter droppings" in the sense that the Old Dutch *botter* also carried the meaning of "yellow" and the insect's droppings were yellow.
- *Schmetterling* – From the Upper Saxon dialect *Schmetten*, in turn from the Czech *smetana* (meaning cream), creating, literally, a "creamthingy," hence a *butterfly*. And yes, this is today's most used German word for butterfly.
- *Fifrildi* – From Old Norse. In identical form, it is still in use in modern Icelandic.

#### **Other Association**

- *Mariposa* – Spanish, formed by a synthesis of the phrase "la Santa María posa" = "Saint Mary alights (or rests)" – perhaps derived from the early association of butterfly with St. Mary, Heaven, or even God, as similar derivations exist today in French (*Bête a bon Dieu* = good God's little beast), German (*Marienkaefer* = Mary's bug and *Himmelskuchlichen* = Heaven's little insect), Hindu (*Indragopa*), Russian (*Bozhia korovka* = God's little cow), another Spanish (*Vaquilla de Dios* = God's calf), and Swedish (*Marias Nyckelpiga* = same meaning).
- *Borboleta* – Portuguese. Oddly enough, in this language the word *mariposa* includes not only butterflies but moths too, mirroring the original meaning of the Latin *papilio/onis* - without using it. Portuguese has many linguistic surprises, such as *exquisita* (here in the feminine form) that doesn't mean exquisite at all (as it does in Spanish). Instead, in Portuguese, it means *ridiculous*.

The custom of coining words by association is not specific to any language. They all share in this trait, as people find it easier to remember things by tacking a known name to it, often with variations. Such as German, for instance, that has the word *Schuh* (shoe), and the companion word *Handschuh* (glove). It is hardly a challenge to guess which was the word the Germans coined first. 🇩🇪

**Lt. Col. Arthur E. Woodgate, CAP**  
SWR Director of Public Affairs



## **The Safety Corner**

### ***Staying Hydrated – Staying Healthy***

When temperatures rise, getting enough to drink is important, whether you're playing sports, traveling, or just sitting in the sun.

#### **And it is critical for your heart health.**

Keeping the body hydrated helps the heart more easily pump blood through the blood vessels to the muscles. And it helps the muscles work efficiently.

"If you're well hydrated, your heart doesn't have to work as hard," said John Batson, M.D, a sports medicine physician with Lowcountry Spine & Sport in Hilton Head Island, S.C., and an American Heart Association volunteer.

Dehydration can be a serious condition that can lead to problems ranging from swollen feet or a headache to life-threatening illnesses such as heat stroke.

#### **How much water do you need?**

What does *being well hydrated* mean? "The amount of water a person needs depends on climatic conditions, clothing worn, and exercise intensity and duration," Batson said.

A person who perspires heavily will need to drink more than someone who doesn't. Certain medical conditions, such as diabetes or heart disease, may also mean you need to drink more water. People with cystic fibrosis have high concentrations of sodium in their sweat and need to

use caution to avoid dehydration. Also, some medications can act as diuretics, causing the body to lose more fluid.

Thirst isn't the best indicator that you need to drink. *"If you get thirsty, you're already dehydrated,"* Batson said.

He added that the easiest thing to do is pay attention to the color of your urine. Pale and clear means you're well hydrated. If it's dark, drink more fluids.

If you want to know exactly how much fluid you need, Batson recommends weighing yourself before and after exercise, to see how much you've lost through perspiration. It is a particularly good guide for athletes training in the hot summer months.

"For every pound of sweat you lose, that's a pint of water you'll need to replenish," Batson said, adding that it's not unusual for a high school football player, wearing pads and running through drills, to lose 5 pounds or more of sweat during a summer practice.

Not sweating during vigorous physical activity can be a red flag that you're dehydrated to the point of developing heat exhaustion.

### **Water is best**

For most people, water is the best thing to drink to stay hydrated. Sources of water also include foods, such fruits and vegetables that contain a high percentage of water. Sports drinks with electrolytes may be useful for people doing high intensity, vigorous exercise in very hot weather, though they tend to be high in added sugars and calories.

"It's healthier to drink water while you're exercising, and then when you're done, eat a healthy snack like orange slices, bananas or a small handful of unsalted nuts," said Batson.

He cautioned against fruit juices or sugary drinks, such as soda. "They can be hard on your stomach if you're dehydrated," he said.

It is also best to avoid drinks containing caffeine, which acts as a diuretic and causes greater loss of fluids.

Batson says drinking water before exercising or going out into the sun is an important first step.

"Drinking water before is much more important," he said. "Otherwise, you're playing catch-up, and your heart is straining."

### **Not just for athletes or exercise**

Hydration is always important, not just during physical activity. Sitting in the sun on a hot or humid day, even if not, can also cause the body to need more fluids.

People who have a heart condition, are older than 50, or overweight may also need to take extra precautions.

It's also a good thing to keep tabs on your hydration if you are traveling.

"You might sweat differently if you're in a different climate," Batson said.

Written by American Heart Association editorial staff and reviewed by science and medicine advisers.

***Lt. Col John Kruger, CAP***  
***Southwest Region Director of Safety***

## ***Associated Press Style in a Nutshell***

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations in the dateline (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "kid," "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or high-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at [www.ap.org](http://www.ap.org) – read it, study it, know it, and use it. 📖